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| CENTRAL INTELLIGENCE AGENCY | | | |
| COUNTRY | | | |
| China | | | |
| SUBJECT | DATE DISTRIBUTED 8 Jul 57 25X1 | | |
| Port Information: Yulin (hydrographic data, security measures, navigation aids, berths and loading facilities) | NO. OF PAGES 3 | | NO. OF ENCLS. |
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| 1. | 25X1 | | |
| 2. | 25X1 | | |
| Alphabetical Designators In connection with information contained herein, specific points of interest are referred to in this report by the following alphabetical designators: | | | |
| A. Anchorage inbound | | | |
| B. Hard starboard | | | |
| C. Pilot station | | | |
| D. Buoy removed | | | |
| E. Shore line at present | | | |
| F. Limit of deep water | | | |
| G. Fishing area | | | |
| H. Outbound anchorage | | | |
| I. Berth | | | |
| J. Naval ferry terminus | | | |
| K. Naval ferry terminus | | | |
| L. Naval dockyard | | | |
| M. Naval vessels' berth | | | |
| N. Petroleum tanks | | | |
| O. Light | | | |
| 3. | 25X1 | | |
| Approaches and Pilot Data | | | |
| Bottom at designator A is mud-sand. Inbound vessels must put over hard starboard at designator B and make a difficult turn into berth. Often vessels use anchor | | | |
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- 2 -

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4. Harbor

buoy at designator D has been removed. more accurate representation would lie at line designated E. There is reportedly deep water up to line designated F. Tide ranges from 1½ to two feet, with no peculiarities noted. Weather was good during call, with average temperature 68°F and northeasterly wind. there was a monsoon outside harbor, but there were no visible effects thereof in harbor itself.

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designated G.

Fishing area is

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5.

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6. Berth

Berth is located at designator I and diagrammed overleaf /see "on file" item/. Construction is concrete. Some berth is diagrammed somewhat differently. In previous reports from this activity Soundings taken indicate depth at berth is 27.6 feet. This is the only berth in subject port that will accommodate sizeable ocean-going vessels.

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b. Ore-loading apparatus consists of two moving belts about 60 meters apart leading one from railway cars and the other from an ore stockpile. These two belts feed into an endless belt parallel to berth face and about 100 meters in length. This belt is approximately 2½ meters from water line. A moveable spout-like device leads from this belt to the ship's holds.

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the ore was moved onto the belt by tractors with pusher-type blades.

the train apparatus can unload three trains in eight hours. Between the conveying belts, an office building is located about 60-70 meters from berth face. Crew was not allowed near ore-landing activity; even the master of the vessel when he wished to inspect vessel's mooring was ordered back at gun-point. The ore-loading activity is reported capable of loading 1500 metric tons per hour with one spout.

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c.

bunker oil is available at subject port, but must be

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7. Naval Installations and Naval Vessels A naval ferry runs from designator J to designator K. Navy dockyard is reported at designator L, where three ship repair ways, two of which were occupied by naval boats. Various naval vessels are tied up at area designated M. These are reportedly rather small, the largest being about 30 meters. No radar antennae were seen.

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- 3 -

8. Petroleum Three or four petroleum storage tanks were observed at designator N.

9. Shore Activities

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Seaman's Club reported under construction is now complete and constitutes the only place in subject port where foreign merchant seamen are allowed to go.

10. Miscellaneous Inhabitants of subject port living on slope of Neitsun King with ore-handling operation were, however, well fed and dressed. Those who worked gun emplacements on slope at Tuling Chiao which face south, southeast, toward the sea. Holes in slope are described as about 16 feet high. One of these emplacements is located directly beneath the light, designator O. Other emplacements were observed along crest of Tunei King, facing seaward.

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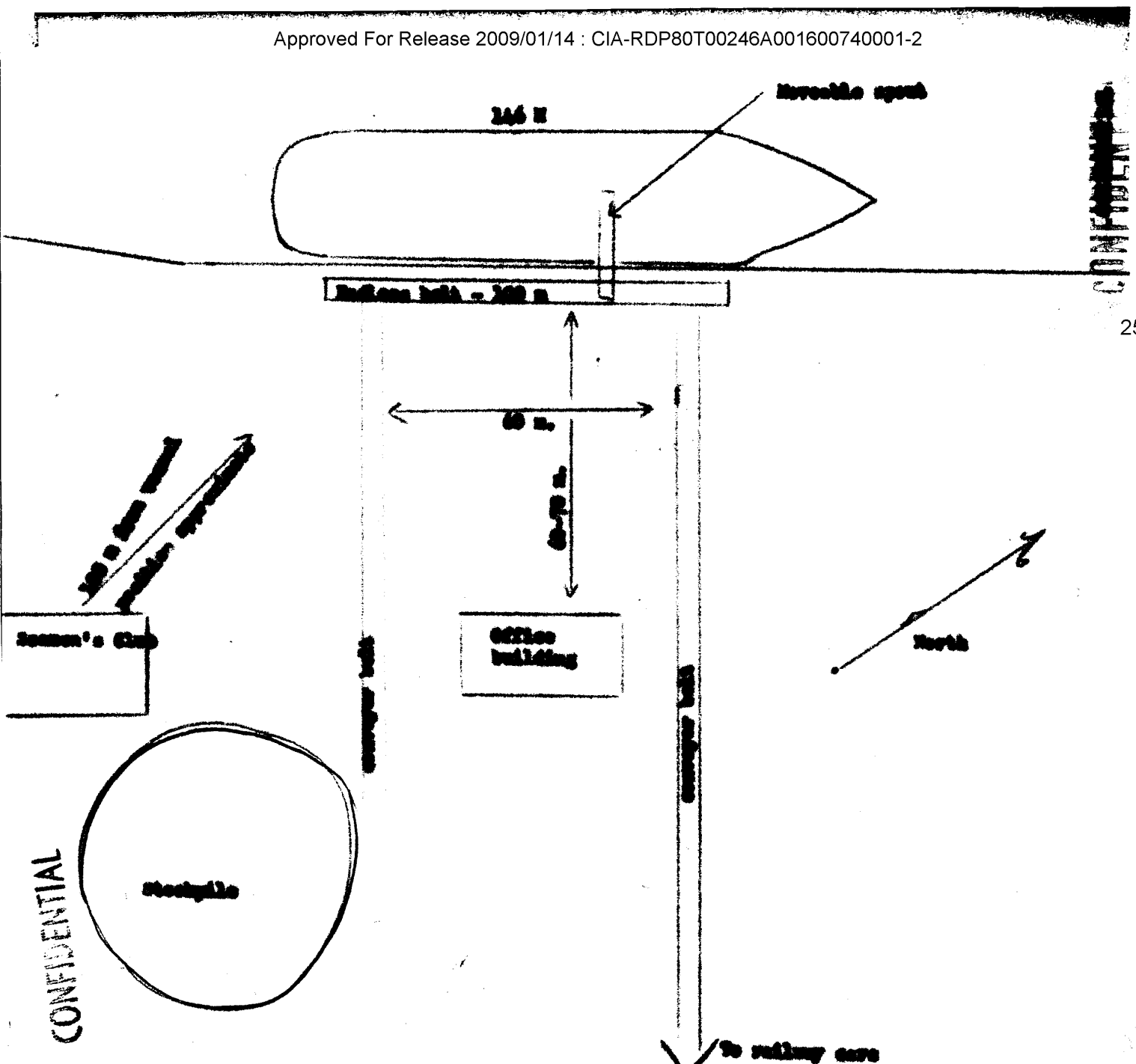
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